THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) No, Sir. However, there is an over supply against the demand. Due to over supply, a large number of sea cadets remain unemployed at a given point of time.

(b) and (c) The Government of India in 1997 had thrown open the maritime training to the private sector in view of the liberalization policy. Over supply of ratings was forecast much later. Keeping in view the over supply, now it has been decided in consultation with the industry, training institutes and Seafarers Unions, to impose a partial ban on approval of new training institutes for rating, for a period of 2 years with effect from May, 2003.

Efficiency of Major Ports

2121. DR. DASARI NARAYANA RAO: Will the Minister of SHIPPING be pleased to state:

(a) the efforts made to increase efficiency and revenue of the major ports of the country during the last five years, year-wise and port-wise; and

(b) the results thereof, port-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) and (b) Improvement in efficiency in Major Ports is an ongoing process. To increase efficiency of major ports, the following major steps have been taken from time to time in relation to major ports:—

(i) Construction and equipment of new berths/terminals;

(ii) Replacement of existing equipment with the state-of-art equipment on existing berths;

(iii) Labour training and improvement in management practices for achieving higher efficiency output;

(iv) Private sector involvement in the development and operation of port facilities to bring out additional investment and modern techniques for greater efficiency;

(v) Computerisation of port working and partial induction of Electronic Data Interchange; and

(vi) Setting up of Vessel Traffic Management System.

The operational performance in terms of income of the respective ports depends upon the handling of cargo traffic. The port-wise details of cargo traffic handled and operational performance during the 5 years are given below:

Cargo Traffic

Name of the port	Year wise Cargo traffic handled (In million tonne)				
	1998-99	1999-2000	2000-2001	2001-2002	2002-2003
Kolkata	29.38	31.02	30.00	30.40	35.80
Paradip	13.11	13.64	19.90	21.13	23.90
Visakhapatnam	35.65	39.51	44.69	44.34	46.01
Ennore*	—	—	—	3.40	8.49
Chennai	35.20	37.44	41.22	36.12	33.69
Tuticorin	10.15	9.99	12.28	13.02	13.29
Cochin	12.67	12.80	13.12	12.06	13.00
New Mangalore	14.21	17.60	17.89	17.50	21.43
Mormugao	18.02	18.23	19.63	22.93	23.65
Jawaharlal Nehru	11.72	14.98	18.58	22.52	26.84
Mumbai	30.97	30.41	27.06	26.43	26.80
Kandla	40.64	46.30	36.74	37.73	40.63

Operational Performance

Name of the port	Operational Performance Operating surplus (+)/deficit(-) (Rs. in crores)				
	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003
Kolkata	(+) 242.61	(+) 206.15	(+) 267.81	(+) 449.87	(+) 203.63
Paradip	(+) 59.36	(+) 61.07	(+) 111.19	(+) 96.30	(+) 169.43
Visakhapatnam	(+) 92.50	(+) 105.53	(+) 111.15	(+) 171.34	(+) 210.04

	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003
Ennore*	—	—	—	(+) 26.68	(+) 67.41
Chennai	(+) 94.78	(+) 71.76	(+) 45.64	(+) 63.03	(+) 65.21
Tuticorin	(+) 40.79	(+) 37.89	(+) 54.45	(+) 58.96	(+) 63.60
Cochin	(+) 33.41	(+) 33.16	(+) 30.14	(+) 31.33	(+) 53.47
New Mangalore	(+) 72.41	(+) 76.50	(+) 65.54	(+) 86.32	(+) 106.38
Mormugao	(+) 20.47	(+) 30.32	(+) 20.30	(+) 54.84	(+) 59.27
Jawaharlal Nehru	(+) 196.22	(+) 140.18	(+) 115.08	(+) 164.82	(+) 28.94
Mumbai	(+) 172.91	(+) 109.89	(+) 36.63	(+) 17.16	(+) 27.93
Kandla	(+) 146.02	(+) 98.77	(+) 65.58	(+) 74.72	(+) 72.26

*Port became operational with effect from 22.06.2001.

Capital dredging of Haldia Port

2122. SHRI TARINI KANTA ROY: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the National Institute of Ocean Technology was entrusted with the job of preparing a report with regard to Capital dredging of Haldia Port;

(b) whether the Institute has submitted its report; and

(c) if so, whether Government nave taken any step following suggestions and recommendations made in the report?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DIUPKUMAR MANSUKHLAL GANDHI): (a) Yes, Sir.

(b) The Final Report of the National Institute of Ocean Technology (NIOT) is yet to be received.

(c) Further action in the matter can be taken after receipt of the Final Report of NIOT.